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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
China, Overseas, Trade, &c.,
Subscriptions, paid in advance, \$12
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Hongkong Daily Press.

ESTABLISHED 1867

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CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
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Hongkong, 7th August, 1908.

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Electric Lifts to each Floor.
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Every Comfort
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CHARGES MODERATE, AND NO EXTRA.
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Hot and Cold Water throughout.
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Special arrangements for a long stay.

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Strong Tonic; Stimulates the Brain and Nerves, Disposes Lascivious, Invigorates the System. \$1.50 Per Bottle.

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A Valuable Household Remedy for Adults, in cases of Cholera, Diarrhoea, Colic and Dysentery. 50 Cents and \$1.00 Per Bottle.

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THE HONGKONG DISPENSARY, AND HONGKONG DISPENSARY, HONGKONG, 6th August, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news of the day should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications, addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PAXES. Codes: A.B.C. 5th Ed. Editor. P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEOUX ROAD. C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, AUGUST 12TH, 1908.

The Chinese Government has recently refused to acquiesce in a Russian proposal for the establishment of a Mixed Court at Harbin, similar to the one at Shanghai, and the reason given for the refusal is that the Government of China is at present engaged in compiling a legal code, on Western lines in the hope that its adoption will pave the way for the abolition of Consular jurisdiction. It is to be feared that the Chinese Government scarcely realises the vast amount of paving to be done before that dream is fulfilled. Legal codes will do far less than legal practice to pave the way, and a Mixed Court working harmoniously with the authorities of the Foreign Settlement in which it is established might be made a useful instrument and an index of progress along the lines which alone can prepare the way for the abolition of Consular jurisdiction. At Shanghai, however, the Mixed Court seems to be a never-ending source of trouble. A considerable portion of the latest Municipal Gazette is occupied by correspondence between the Magistrate of the Mixed Court, the Tao-tai of Shanghai, the Consular Body and the Municipal Council, and the Chinese authorities of the Mixed Court. The limits of their authority and the mischievous results of meddling interference.

A Malay child fell from the window of a house in Chinatown on Monday, and was killed.

The Grand Hotel Limited, of Yokohama, pays a dividend of 4 yen per share for the past half year.

The English Mail of the 11th July was delivered in London on the 10th inst.

The tenth anniversary of the capture of Manila is to be celebrated in that City on the 13th inst.

We are pleased to be able to state that Captain Mitchell-Taylor, A.D.C. to H. E. the Governor is progressing favourably.

A block of six semi-detached houses have been erected at Tientsin for the use of the officers of the Cameron Highlanders.

On Saturday a grand promenade concert is to be held on the ground of the Kowloon Cricket Club in King's Park. The programme of the concert appears among our advertisements.

Mr. Philip Reinhardt, Consul for Germany in Formosa, has been appointed German Consul for Vladivostok. He is on his way to his new post. The German Government has closed up the Consulate in Formosa.

Large quantities of arms are said to be now reaching the Manchurians in Mongolia. They are said to be smuggled over the Russian frontier. The rifles and pistols are described as of German and Japanese manufacture.

We note that the Consul for France at Hongkong, in a dispatch to the Governor-General of Indo-China, gives \$5,000,000 as the estimate of the damage done by the recent typhoon, three-fifths being for damage to houses properly.

The last two foreigners in the Korean Customs Service have been discharged by the Japanese authorities and have joined the I. M. C. service at a lower rating. The staff, with the exception of a few Korean clerks, now consists entirely of Japanese.

Capt. Island, who is a well known figure on the China Coast, has lately been decorated by H. M. the Kaiser with the Crown Order of the III class. Captain Island was for several years the skipper of the "Aparosa" which was wrecked off Stonewater in the 1906 typhoon.

On Monday two Japanese engaged a double ricksha at the Monument, Happy Valley, to take them to Tai Wo Street, and on alighting paid the puller ten cents, which was double his legal fare. The coolie followed them into the house demanding more and had to be ejected. He beat the door with his hands and it is supposed that he hurt them thereby, for he preferred a charge of assault against the two Japanese. The Magistrate who heard the case yesterday dismissed the summons.

The Native Syndicate which has taken over the Shanai Mining Concession from the Peking Syndicate had themselves unable to proceed with work owing to lack of capital. Operations are consequently at a standstill, and have been thus during the past few months. About two months ago a foreign qualified engineer arrived in Tientsin to take charge of the mining operations. Unless capital be forthcoming, says a Tientsin paper, he is likely to find his position a sinecure. At least 5 million taels, fully paid up, will be required before anything can be done.

A serious assault was reported to the police on Monday. A coolie driving a truck up Ship Street wanted to turn into Queen's Road East. At the corner sat a ricksha coolie, the shafts of whose vehicle projected rather far into the roadway, and he was asked to move in order to let the truck take the corner easily. This he declined to do, with the result that the truck wheel smashed a portion of his shaft. Of course a quarrel ensued in which the ricksha puller was injured in the cheek and arm by a hook and had to be sent to the hospital, while the other man was taken in charge by the police.

We regret to record the death of Mr. Stackwood, who for over three years was naval ordnance officer at Hongkong. He was expected to return home shortly, and about a week ago was on the point of leaving for a holiday trip in Japan when he was taken ill and succumbed on Monday night. The funeral took place yesterday at the Happy Valley with Naval and Military honours, the coffin being borne on a gun carriage and a squad of blue-jackets and soldiers being present. Rear Admiral Stokes was the chief representative of the Navy and Colonel Lambert was the chief representative of the Army, while many brother officers of the deceased in the naval yard and others were among the large following of mourners. The Rev. M. McGehee conducted the last rites, much sympathy being felt for Mrs. Stackwood in her bereavement.

Thirteen model cotton farms have been established in Korea since March last. The Chinese Government is also contemplating the cultivation of cotton by modern methods. Special delegates are being sent to America to study not only the cultivation of cotton but modern methods of spinning and weaving. Upon their return to China it is proposed to establish a big Government cotton mill either at Peking or Tientsin. A recent Edict advised that the people should be encouraged to plant cotton and establish spinning and weaving mills in the various provinces after foreign methods so as to check the yearly increase of imports of foreign cotton and cotton yarns which come into the Empire to the great disadvantage of the Chinese industries and workers. This important Edict, has resulted in China losing nearly all its trade, and the number of unemployed being considerably increased during the last twenty or thirty years.

SERIOUS COLLISION REPORTED.

News was brought to the Colony yesterday of a serious collision which is said to have occurred in the Saimon Channel, the West River steamer "Tai-on" running down a theatre junk on which were 120 passengers. The junk is said to have foundered, and 20 of the passengers were drowned.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMAN LABOUR TROUBLES.

LONDON, August 10th.
A lock-out of the men employed in German shipbuilding yards begins on Wednesday.

ANOTHER ROYAL CONFERENCE.

LONDON, August 10th.
H. M. King Edward has left England to meet the Emperors of Germany and Austria.

BRITISH TRADE RETURNS.

LONDON, August 10th.
The British trade returns for the month of July show a shrinkage of twelve million pounds sterling.

THE AMERICAN FLEET.

LONDON, August 10th.
The United States Fleet has arrived at Auckland, New Zealand.

THE SITUATION AT TABRIZ.

LONDON, August 10th.
The revolutionaries at Tabriz have been defeated.

[BUTTER'S SERVICE.]

MACEDONIA.

LONDON, August 9th.
Rifts are beginning to appear in the Universal Brotherhood of Macedonia where the Bulgarians are manifesting a disposition to seize the patriarchal villages and Churches. The Young Turkish Committee have promised severe measures of justice.

[FROM THE MANILA "CABLENEWS"]

LLOYDS TO BE PROSECUTED.

NEW YORK, August 7th.
The announcement has been made here that the State of New York will prosecute Lloyd's for violation of the anti-gambling law in taking insurance on the election of Taft as president. The lawyers have construed this form of insurance to be betting and a suit will be brought. The announcement has created a sensation. [It will be remembered that the announcement that Lloyd's were offering to take insurance on the election of Taft was made soon after the Chicago convention. The gambling law was aimed primarily at the race tracks and prohibited the making of bets of any kind on any sort of a contest. The law was not put through the legislature after one of the hardest fights Albany has ever known. Lloyd's big English insurance firm offered big odds on Taft's election.]

THE KANSAS ELECTION.

TOPEKA, August 8th.
Joseph L. Bristow has beaten Senator Chester A. Long at the primaries throughout Kansas for election to the United States Senate. Senator Long's term expires March 4 next.

DEATH OF MR BRONSON HOWARD.

NEW YORK, August 5th.
Bronson Howard, the playwright, died at his home in Ayon, New Jersey, today. Mr. Howard had been in bad health several months and had retired abroad for his country place for the purpose of recuperation. At one time it was thought he would recover but the strain of his many years of active life had weakened his heart and he succumbed in the end to heart failure.

THE CUBAN ELECTIONS.

WASHINGTON, August 4.
The Cuban election is over and the Conservatives have scored a sweeping victory. President Roosevelt has sent a strong message of congratulation to the Cubans.

THE AMERICAN ELECTION CAMPAIGN FUNDS.

WASHINGTON, August 7th.
The managers of the Republican campaign are in a stew for funds. What with corporations barred from contributing, and the agreement between Taft and Bryan—that all names of persons donating money to the campaign be published, there is the devil to pay. George Sheldon, the treasurer of the campaign committee, had purposed raising a fund of \$3,000,000. This would not be excessive. Other campaigns have had more. Hanna had over \$5,000,000 to spend for McKinley's election and in Cleveland's campaign of 1892 the amount in hand was over \$4,000,000. The general public does not seem to be responding to the call for money. The big corporations are holding off because of fear of rejection. Probably some way of accepting their gold will be arrived at.

DEATH OF SENATOR ALLISON.

DEBQUE, Iowa, August 5th.
Senator William B. Allison, senior member of the United States Congress, died at his home here today. Senator Allison was 79 years of age and has not been in robust health for several months. He originally became ill from kidney trouble and this, together with a recent heart attack, caused his death. Telegrams of sympathy have been received from President Roosevelt and all of the high officials of the administration.

A large number of persons died in New York and neighbouring cities as the result of the tropical spell that visited the country at the beginning of last month, and hundreds were prostrated.

CORRESPONDENCE.

A VALUABLE SUGGESTION.

[TO THE EDITOR OF THE "DAILY PRESS".]

SIR,—Might I trespass on a little of your space to put forward an idea which has suggested itself since our last typhoon.

Experience has shown us that there are always plenty of men able and willing to render assistance when these awful typhoons visit our shores; and we know that Britishers are ever ready to do "their little bit" in rescue work of this or any sort.

Combined effort is always more effective than individual and an understanding between those who are willing to face the elements as to meeting places and where to lay their hands on the necessary tackle would facilitate the rescue work. As soon as the detectors were fired denoting the near approach of the typhoon, everything would be at hand to commence operations.

An association could be formed on similar lines to those in some of the English coastal ports. Depots could be erected at intervals along the Praya in Victoria and Kowloon, fitted up with life buoys, life lines etc., etc. There would not be any difficulty in getting permission from the Government to put up these small sheds, I should think, and undoubtedly our generous Hongkong public would come forward in their usual way to defray the cost.

Should this idea meet with the approval of your readers a meeting might be convened and a committee selected to work out the necessary details.—Yours,

"X. Y. Z."

THE OPIUM QUESTION.

ANOTHER CANARD.

Publicity having been given to a statement

that the Government had proposed that the opium divans in Hongkong should be closed next March and that, as compensation, a reduction of \$50,000 per annum should therefore be made in the amount payable by the Opium Farmer to the Government during the remaining year of his lease, we made inquiries in the proper quarter and were officially informed that the Government had made no proposal in the matter at all and that the figures published were absolutely incorrect.

FRENCH TROOPS AMBUSHED.

FURTHER PARTICULARS.

Tonking papers to hand contain some particulars of the ambushing of French troops at Lang-Vao, reported in a recent telegram.

It appears that it occurred in the course of a reconnaissance towards Lang-vao where the "Reformists" were entrenched and hidden in the bush. Captain Fleury led his force to the attack and fell into the trap prepared for him. He and Lieutenant Delattre were killed. It is described as a particularly bloody affair. The fight took place in a cul-de-sac in the village of Lang-Vao, enclosed by high hills which were occupied by 500 or 600 Gaijines. The village was twice taken by the French troops, and each time retaken by the Chinese, shots being exchanged at fifty metres at most and finally at not more than thirty metres.

When Captain Fleury fell Lieutenant

Delattre very bravely went to his assistance, and he too was killed by a shot. The Chinese threw themselves upon the bodies of the unfortunate French officers, not yet dead, and decapitated them, carrying away their heads amid savage hurrahs.

The Reformists manoeuvred and seemed a veritable troop, well trained and well-armed. They had no Lobel rifles, but Indo-Chinese carbines taken probably at Baifang, which they knew perfectly how to handle.

Captain Fleury's detachment consisted of one hundred men—tirailleurs and legionnaires. Only one European soldier was wounded.

Captain Bay with another detachment found himself in a cul-de-sac and fought for four hours, only giving up the combat when his ammunition was exhausted. Captain Bay was only slightly wounded in the head. Two tirailleurs were killed in the retreat, and as the Chinese were following only two metres behind they had to abandon the bodies with their arms and equipment. A half section of tirailleurs disappeared.

Between the 18th June and the 31st July the losses suffered by the Chinese bands operating in the province of Yen-Bay were 149 killed and 117 prisoners.

THE "KAMO MARU."

The Nippon Yusen Kaisha have every reason to feel proud of the latest addition to their fleet. The "Kamo Maru" at present on her maiden trip, was yesterday inspected by a large number of Hongkong residents, most of whom spoke in terms of the highest praise of all that they saw on board. The saloon, handsomely furnished and beautifully finished, came in for especial admiration, and the drawing room and smoking room looked cosy and comfortable. The berths for the accommodation of the 83 first-class passengers appeared to prospective travellers, equipped as they are with electric fans and light, while the comfort and convenience of the other passengers are proportionate. Greater value for passage money paid is not likely to be obtained elsewhere.

Hospitality was lavishly dispensed on board during the afternoon.

SUPREME COURT.

Tuesday, August 11th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTIVE JUSTICE).

In the action brought by the Tung Tak Leong Firm against the Hip On Company the claim was for \$200 for breach of contract. Mr. O. D. Thomson appeared for the plaintiff and Mr. S. Dickson, from the office of Mr. R. A. Harding, appeared for the defendants.

Mr. Dickson explained that the defendants' agent called on plaintiffs and showed them a sample of biscuits on the strength of which plaintiff ordered eight cases at \$28.50 a case and a contract was signed. Plaintiffs took delivery of four of the cases a few days later and kept them for a few days when they sold them to a purchaser for \$36 a case. The purchaser, however, returned them saying they were not good, and plaintiffs examined them and found they were as stated.

His Lordship, on being handed a tin for inspection?—They don't look very inviting.

Mr. Thomson continued that Captain Douglas said the other boxes were all like that. When plaintiffs complained about it defendants offered to refund \$1.20 on each box but that offer could not be entertained.

Mr. Dickson said the defence was that the plaintiffs bought the biscuits as old stock, paying only \$20 per box instead of \$45 which was the average price.

Judgment was entered for plaintiffs for \$85.88 and costs.

THE FOUNDERING OF THE "YINGKING."

THE INQUIRY.

A Marine Court of Inquiry sat at the Harbour Office yesterday to inquire into the circumstances attending the loss of the British s.s. "Yinking" of which E. J. Page was master. The Court was composed of Hon. Commander Basil R. H. Taylor, R.N., Stipendiary Magistrate (President), Lieut. H. Butterworth, R.N., H.M.S. "Tamar," Captain E. Beetham, s.s. "Empress of India," Captain C. V. Lloyd, s.s. "Fateha," and Captain E. E. Evans, s.s. "Hoi Ming."

The letter of the Harbour Master applying for an inquiry, and the Governor's warrant constituting the Court, were read.

Robert Ferguson, Chief Officer of the ill-fated steamer, said the "Yinking" left Canton at 6 p.m. on July 28th with a full cargo and about 430 passengers. Of those, three were Europeans. The crew numbered about 23, and the comrade's staff about ten. When they left Canton, the weather was overcast with a light wind. The glass was falling all the way down, and the weather getting worse, Captain Page decided to anchor. They anchored between Pillar Point and Castle Peak, the wind then being easterly and falling to the southward. It was principally on account of the heavy sea running that they anchored. The starboard anchor was first let go, and was given 45 fathoms of chain. Then the port anchor was dropped, and 30 fathoms of chain run out. Seas were then breaking over the ship, and witness thought she had sprung a leak, as she took a list to port. The pumps were kept going below, but they were not sufficient to keep the water under. The vessel continued to list more and more until at about 2.10 a.m. she foundered. Witness was on deck all the time, but had no opportunity to provide lifeboats as the passengers crowded round the alleyway. The lifeboats were stowed on the steering deck.

By Captain Lloyd—The gangway ports were all secure.

William Russell, assistant marine surveyor, said the "Yinking's" pumps were sufficient for ordinary purposes.

Yim Kau, boatswain, of the "Yinking" said he saw that all the ports were secured before the storm. He did not attend to securing himself, but ordered some of the crew to do so. When witness went below the cargo on the main deck had shifted to one side, but he noticed that the ports were properly secured. When he went below to look at the chain the hawse pipes appeared to be all right, and he could see no damage to the bows of the ship.

Chief Officer Ferguson, recalled, stated that if water got into the chain locker it could not have escaped aft, as there was only a wooden bulk head.

By Captain Beetham—The vessel did not settle down by the head.

By the President—There were no bars to secure the cargo ports, they were secured by three bolts. The cargo did not shift while witness was below.

The Court found that the cause of the foundering was the typhoon which passed over the Colony on the 27th-28th ultimo. They also found that all reasonable precautions had been taken to ensure the safety of the ship and passengers, and that the state of the sea rendered any recourse to boats for saving life out of the question. Finally they desired to record their expressions of regret at the great loss of life.

SHANGHAI OPIUM SHOPS.

The following extract is from the Shanghai

Police Gazette. A Police report is read on the results of the closing of the first quarter of the opium shops, stating how the proprietors and employees are now employed, and how the smoking paraphernalia has been disposed of. Of the 358 shops which were closed 39 have become licensed shops for the retail sale of the drug, and for the rest, the occupants are satisfactorily employing themselves in other trades. Nothing in this document warrants the anticipation of any difficulty as regards similar treatment of the second quarter.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the necessary payment. All communications should be sent to the Manager, and should be accompanied by the necessary payment. All communications should be sent to the Manager, and should be accompanied by the necessary payment.

NEW ADVERTISEMENTS

COLLEGIODE SANTA ROSA DE LIMA

A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAU.

Under the patronage of His Lordship, the Bishop of Macau.

THE CLASSES of the above Establishment will RE-OPEN on the Ninth of September next.

The Teaching of Foreign Languages forms the principal feature of the College; all the Teachers being Europeans, Portuguese, English, French, and German are taught by skilled and experienced teachers. There are four Portuguese lady teachers from Portugal, two English, two French, and one German, all possessing diplomas of Certified Teachers.

Besides Languages, the girls are taught in their own Languages, Geography, History, Arithmetic, Religion, Morality, and Civility.

Music, Vocal, and Instrumental (Piano), Drawing, Needlework, and Embroidery, and the latest fashions in Dressmaking.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class Rooms and Dormitory are very roomy, and airy. Excellent table. The Sanitary arrangements are perfect.

The health, and deportment of the Children are the objects of special care. A monthly report of the progress and behaviour of the girls is sent to the parents.

For terms, and further particulars apply to THE LADY SUPERIORESS.

Hongkong, 12th August, 1908. 1172

KOWLOON CRICKET CLUB.

SATURDAY Next, AUGUST 16TH.

GRAND PROMENADE CONCERT.

At 9 P.M. On the CLUB GROUND, KING'S PARK, Kowloon.

An Excellent Programme has been arranged consisting of Songs, Recitations, &c., by local Ladies and Gentlemen.

FULL BAND of the 13th RAJPUTS (Bandmaster, C. C. B.) by kind permission of Major Evans and Officers of the Regiment.

Admission: 1/-

Tickets may be obtained from Members of the C.C.B. Hon. Secretary.

PROGRAMME:

1. SELECTION, "Lullaby" of Braid Scotland Band of the 13th Rajputs.

2. SONG, "The Message" Mr. P. T. Chappell.

3. SONG, "The Country Girl" Mr. L. Broughall.

4. SELECTION, "The Country Girl" Miss Helen Thorne Band of the 13th Rajputs.

5. RECITATION, "The Country Girl" Miss Helen Thorne.

6. SONG, "The Country Girl" Miss Helen Thorne.

7. SONG, "The Country Girl" Miss Helen Thorne.

8. DUTY, "The Country Girl" Miss Helen Thorne.

INTERVAL.

1. SONG, "The Country Girl" Miss Helen Thorne.

2. SONG, "The Country Girl" Miss Helen Thorne.

3. SONG, "The Country Girl" Miss Helen Thorne.

4. SONG, "The Country Girl" Miss Helen Thorne.

5. SELECTION, "The Country Girl" Miss Helen Thorne.

6. SONG, "The Country Girl" Miss Helen Thorne.

7. SONG, "The Country Girl" Miss Helen Thorne.

8. DUTY, "The Country Girl" Miss Helen Thorne.

Hongkong, 12th August, 1908. 1173



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS"

Captain Bednars will leave for the above place on TUESDAY the 18th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELE & CO., Agents, Prince's Building, Hongkong, 12th August, 1908. 3

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship,

"JESERIC,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be taken to the Godowns where they will be stored until the vessel is ready to depart.

No Claims will be admitted for the Goods here left in the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNOLD KARBBERG & CO., Agents.

Hongkong, 11th August, 1908. 1152

NEW ADVERTISEMENT

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING."

Capt. Passmore will be despatched for the above Ports on SUNDAY, the 16th August, at 10 A.M.

A Reduction of 20 per cent. on First Class Fare to Foochow will be made during the months of August and September.

For Freight or Passage, apply to DOUGLAS, LAPELLE & Co., General Managers, Hongkong, 12th August, 1908. 1174

INTIMATIONS

EXPORT, IMPORT, INSURANCE FINANCE.

A FIRM of old established London Merchants invite Correspondence with Producers, Merchants or Agents, with a view to organizing new Imports, Exports or other suitable business. Please address with particulars and references to "ALBERTON," care of Street's, 30, Cornhill, London, England. 1159

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to "B. R.," Care of "Daily Press" Office, Hongkong, 18th November, 1908. 1029

REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to No. 14, QUEEN'S ROAD CENTRAL, Corner of Zealand Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI & Co., Hongkong, 27th July, 1908. 651

NOTICE OF REMOVAL.

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VOUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ALPHABETIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MANILA CIGARETTES and CIGARETTES, as well as NOVELS, ALBUMS, &c., &c., are for Sale at moderate prices.

GRACE & Co., 27, Des Voux Road, Hongkong, 7th August, 1908. 1021

NOTICE.

THE COMMITTEE of the YUK KIU KAU CHAI CHARITABLE INSTITUTION beg to acknowledge, with grateful thanks, the Subscriptions mentioned below for the Flood Relief Fund for the YUK KIU Village in the Hok-San District, in the Shin Hing Prefecture.

Y. K. M. S. & Co., Ltd., 100, Holland Street, Hongkong, 100.

Ford, Borsman, 100.

E. D. Sassoon & Co., 100.

Arnold, Karberg & Co., 100.

Jehsen & Co., 100.

Schmidt & Co., 100.

Carlqvist & Co., 100.

Butterfield & Swire, 250.

David Sassoon & Co., 100.

Jardine, Matheson & Co., 250.

Yee-Ching-Japan Lin, 250.

Edgar & Co., 250.

Hamburg-Amerika Linie, 250.

Austrian Lloyd's S. N. Co., 100.

\$2,550

Hongkong, 7th August, 1908.

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders, receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

ON SALE.

A TABLE of THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 34 Years FROM 1874 to 1907.

Price: 5/- Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

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PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1908, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1908. 1149

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY the 10th instant to SATURDAY, the 22nd instant, both days inclusive, during which period no Transfer for Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1908. 1149

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the Shareholders will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 29th July, 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 88801 to 88806 inclusive registered in the name of Miss ELLA DENCON FIRTH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/8/1000 dated Shanghai 16th July, 1908, for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CHOW HANSHU, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8/1000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908. 1135

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 13, Des Voux Road Central, Hongkong, 131, West Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

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INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTLER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1907.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 8,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1906.

INTIMATIONS

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907.

SIEN TING

SURGON DENTIST.
No. 10, D'ARLAGE STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905.

DR. M. H. CHAUN

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907.

DAVID CORSAE & SON'S

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Cokes Importers. General Storekeepers and Shipchangers. 35 & 37, HING LING STREET, (2nd Street, west of Central Market) Telephone No. 515.

NEW CARTRIDGES.

By Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SECT. From No. 10 to .558, at 36, 37 and 38, 100 SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1906.

THE

DIRECTOR AND CHRONICLE

FOR 1908
Copies may be obtained at the "HONGKONG DAILY PRESS" OFFICE or from Booksellers throughout the Far East.
Hongkong, 15th February, 1908.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, & C.
and for
PRIVATE RESIDENTS AT THE OUTPOSTS
A Comprehensive and Complete Record of the NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS.

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12 per annum. Postage 32 to any part of the World.

THE NEW FRENCH REMEDY

TRADE MARK

A most successful and highly popular remedy, used in the most important hospitals by the most eminent physicians, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THERAPION NO. 1

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 2

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 3

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 4

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 5

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 6

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 7

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 8

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 9

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

THERAPION NO. 10

is a short, often attended, remedy, removes all discharges from the urinary organs, effectually suppurating the prostate, and of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found a thoroughly efficacious, affording prompt relief, where other well-known remedies have been powerless.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA

(Eletto e Rappresentato United Companies).

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 5.30 A.M.

No Fire Insurance has been effected.

"CARLOWITZ & CO.,
Agents.
Hongkong, 5th August, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."

FROM ANTWERP LONDON AND STRAITS.

CONSIGNEES OF CARGO are hereby informed

that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.
Agents.
Hongkong, 6th August, 1906.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the following stores:
KOWLOON: H. T. STALL, Ferry Wharf; Messrs. H. BUTTNER & SONS, Kowloon Street; No. 34, Electric Road; Messrs. HUNG CHEONG, Electric Road; Mr. A. T. YAT, Hongkong Ferry Wharf; Stall Hongkong, 27th July, 1906.

THORNE'S

OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF BRISTOL AND HAS BEEN SOLD SINCE 1901

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILA.

A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.

KEATING'S

WORM

TABLETS.

Proprietor, THOMAS KEATING, London.

33

APIOLINE

(CHAPOTEAUT)

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, Saint Drops and Poiny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists

LADIES' SAFE

REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, Saint Drops and Poiny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists

THE GERMAN SHIPBUILDING EXHIBITION.

The Shipbuilding Exhibition which was opened by the Emperor William on the 2nd July, 1906, presents a remarkably complete picture of the progress of the shipbuilding industry in Germany during the last 30 years. Nearly 250 firms have contributed exhibits of various kinds, and there are few, if any, of the objects on view which are not directly connected with some department of shipping or shipbuilding.

With a due sense of proportion the Office of the Imperial Marine has contented itself with a comparatively small number of exhibits. In the case of the collection of 53 models of ships which have been built at various times for the Imperial Marine, it was perhaps unavoidable that, over a dozen of these should also be found among the 44 models of German war vessels, including 10 torpedo-boats, which are displayed by the chief shipbuilding firms. The Imperial Marine, moreover, has only contributed four examples of modern naval guns, one of which is designed for the new type of battleship. The collection of clocks and nautical instruments, however, is extremely varied. A special feature of the naval section is a full-sized reproduction of the captain's cabin on board the Bismarck, and the deck bay of the battleship Nassau, which was launched March 7, 1906. In both cases the standard of comfort is higher than in the British Navy, and the surgeon of a British man-of-war might be disposed to envy his German colleagues the well-appointed operating theatre which is attached to the sick bay.

The principal arms and yards which are entered with the permission of the Imperial Marine are Schichau of Elbing, the Vulkan Company of Stettin, Krupp, Blohm and Voß, of Hamburg, Howaldt, of Kiel, and the Weser yards of Bremen. All of these works contribute models of the ships which they have built to the order of the German Government.

The Schichau exhibit comprises a number of torpedo boats, while the Vulkan yards exhibit nearly 20 models of battleships and cruisers. In the Krupp section may be seen the engines and internal fittings of a 200-ton submarine. For obvious reasons the essential secrets of the vessel's construction are not revealed, but according to the catalogue the length is 423 metres, the breadth 36 metres, the depth 6.5 metres, the gross displacement 235 tons, and the horse power 450, with an estimated speed of 10.9 knots. The other Krupp exhibits include a model of the battleship Deutschland, the flagship of the High Sea Fleet, two model sections of the Zeppelin turbine, and a small collection of projectiles and motor-boats accessories. The collection of guns is comparatively meagre. Two Krupp guns are exhibited in the naval section, and these are the only examples of the firm's work; but the machine-factories of Düsseldorf and the German Arms and Ammunition Company of Berlin exhibit respectively five and two different kinds of small guns as well as specimens of projectiles.

The great progress which electrical engineering has made in Germany is well illustrated by the varied appliances, such as the fittings of a conning-tower, searchlights, a Bontgen-ray apparatus, and other accessories, which are exhibited by well-known firms like Siemens-Schubert of Berlin. The exhibits of the Allgemeine Elektricitäts Gesellschaft, or "A.E.G.," as the company is called for short, are installed in a separate building. One of the most interesting exhibits shown by the company is the reproduction of the engine-room of a turbine torpedo-boat. In 1904 the A.E.G. first equipped a large passenger steamer, the Kaiser, with turbine engines, and the Emperor William showed his interest in the company's experiments by being present on board during the trials of the vessel.

The chief feature of the system which was tried in the Kaiser is that the disposition of the turbines is similar to the arrangement which is adopted in the case of compound reciprocating engines, so that each propeller is worked by a self-contained set of engines. The A.E.G. claims that this method of arrangement, which in German technical parlance is described as the "joint" or "undivided" system, is in many respects superior to the Parsons patent, which is described as the "separate" or "divided" system. The superiority of the "joint" or "undivided" system is said to consist in the greater degree of control which can be exercised over the engines and in the greater ease with which the ship can be handled, especially in the case of reversing from "ahead" to "astern." The experiments, however, have not yet conclusively shown whether the "joint" or "undivided" system is more economical to work than the British system, but it is considerably expected that in this as in other regards superiority will ultimately be established. In the meantime the German Government has ordered from the A.E.G. turbines for a cruiser and four torpedo-boats, and one of the latter is to be fitted with engines developing 10,000 h.p. on the company's patent system. From the manner in which this year's naval contracts have been assigned it is evident that the Government is anxious to test the merits of all the principal German systems. In the case of the large German torpedo-boat G. 137, which has a displacement of 570 tons and at her trials developed a speed of 33 knots, German engineers claim that this vessel, with its engines arranged in two separate watertight engine-rooms, is far harder to work than its speedy British contemporaries of the Tribal class, which have all their engines arranged in one room. In addition to supplying the motive power for ships, the turbine plant has been adopted by the A.E.G. to surface condensers, feed, and circulation pumps. The company is also exhibiting the body of the Paravel airship, which is fitted with six-cylinder 100-horsepower benzine motor engine and a four-winged propeller.

Compared with the enormous output of vessels of every description for the mercantile marine, the number of ships which have been constructed for the navy has been comparatively small. In the meantime the German Government has ordered from the A.E.G. turbines for a cruiser and four torpedo-boats, and one of the latter is to be fitted with engines developing 10,000 h.p. on the company's patent system. From the manner in which this year's naval contracts have been assigned it is evident that the Government is anxious to test the merits of all the principal German systems. In the case of the large German torpedo-boat G. 137, which has a displacement of 570 tons and at her trials developed a speed of 33 knots, German engineers claim that this vessel, with its engines arranged in two separate watertight engine-rooms, is far harder to work than its speedy British contemporaries of the Tribal class, which have all their engines arranged in one room. In addition to supplying the motive power for ships, the turbine plant has been adopted by the A.E.G. to surface condensers, feed, and circulation pumps. The company is also exhibiting the body of the Paravel airship, which is fitted with six-cylinder 100-horsepower benzine motor engine and a four-winged propeller.

The matters to which attention is here called are of interest to the officers of the Navy. It is our duty to make them known to the public, which as soon as it realises the truth will insist upon a change.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 11th at 12.55 p.m.—The barometer has risen quickly over Formosa and the China coast.

The highest pressure is probably lying over Japan, and the lowest over China to the south of the Yangtze.

Many of the returns are not yet in hand. Moderate variable winds may be expected in the Formosa Channel, and moderate or fresh monsoon over the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong weather for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood:—
Formosa Channel... Variable winds, moderate.
South coast of China between Hongkong and Taiwan... Same as No. 1.
South coast of China between Hongkong and Taiwan... Same as No. 1.
(* S.W. winds, moderate; fair at first, showery with thunder later.

THE BRITISH BOARD OF ADMIRALTY.

"WORTH A FLEET TO ENGLAND'S ENEMIES."

The Times in an article on the Navy says:—Give the present Board of Admiralty as many millions as you like, and let it build as great a fleet as it will, yet you can have no guarantee that it will not disperse that fleet so that a weaker enemy may destroy it in detail. The recorded action of the Board proves that it is more likely to do this than to handle its Navy correctly. "By their fruits ye shall know them" is a maxim applicable to Boards of Admiralty. To keep the present Board in to handle this country for the next war. The Austrian General Mack, whose army was captured by Napoleon at Ulm, was worth a whole army to his adversary. The present Board of Admiralty is worth a fleet to England's enemies, if she has any. But there is the other cause of defeat, a Navy weak in some important kind of force. The present Board of Admiralty has also secured this kind of disadvantage for Great Britain. The German North Sea Fleet has sixty torpedo craft. It is to say the least doubtful whether the British Navy possesses enough sea-going torpedo craft to meet the sixty at an advantage. The present Board of Admiralty has produced and glorified the Dreadnought. By that production it should stand or fall. The Dreadnought, however, is not now thought to be equal to the ships of the King Edward type. The probability is that the King Edward would sink the Dreadnought in twenty minutes. The grounds for that belief are founded in Sir William White's recent paper, to which we called attention a week or two ago. Next, this Board has deprived the Fleet of its moderate-sized cruisers and provided it with huge armoured cruisers, too big for scouting or detached work, and too weak to be matched against battleships. Thus the Board, whose business is to prepare for war, has been for war by laying safe foundations, not for victory but for defeat. Its strategy and its shipbuilding policy have been alike disastrous. There is in a fleet one other source of strength, the discipline which binds officers and men together and makes them, in Nelson's phrase, "a band of brothers." The splendid discipline of the English Navy in the last great war made up for some errors in strategy and for some shortcomings in shipbuilding. The present Board of Admiralty has by its failure to punish some gross cases of insubordination encouraged that deadly cancer and done such injury to the discipline of the Navy that years of honest work will be required to restore the good feeling which formerly animated the personnel of the Service.

The matters to which attention is here called are of interest to the officers of the Navy. It is our duty to make them known to the public, which as soon as it realises the truth will insist upon a change.

The forecast for the 24 hours ending at noon to-day is as follows:—
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Formosa Channel... Variable winds, moderate.
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